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THIS IS UNEVALUATED INFORMATION

1. The Soviet Air Forces have four types of repair and maintenance units:
- 50X1 (a) PARM 4. This is an abbreviation for "Polvizhniye Aviatsionniye Remontniye Masterskiye" (Mobile Aviation Repair Shops.) During World War II they were called "Field" (Polyeviye) Aviation Repair Shops. They consist of small groups of 7-8 men, one usually an officer, and form a permanent part of the complement of an air regiment fulfilling certain simple operations such as fuselage repair and replacement of nuts and bolts. They are equipped with lathes and sheet metal equipment to turn out such items. Most repairs, of course, are carried out by the technical personnel actually servicing the planes.
- (b) PARM 1. This is the same as the PARM 4 except that it is subordinate to the air army and can be transferred according to the need of the air army command. As such, it is an independent unit, has a unit number and a unit seal for stamping secret correspondence. While subordinate to an air army, it services an air division. Therefore, its operational subordination is to the senior engineer of the air division and in turn to the division commander, while its administrative subordination is to the senior engineer for field repairs of the air army and in turn to the chief engineer of the air army. The complement of the PARM 1 is about 40 of which about eight are officers. A PARM 1 is, of course, equipped to do larger scale repairs than its regimental counterpart. A PARM will generally do the installation of a new part on a single aircraft, but if all the aircraft in the unit are having work done, the PARM will repair the parts and let the individual mechanics and technicians do the work.
- (c) SAM is the abbreviation for "Samolyotniye Aviatsionniye Masterskiye"

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(Aircraft Aviation workshops). SAM has no operational subordination but exists as an independent unit. Its administrative subordination is to the chief engineer for field repairs of an air army or to a VVS military district, depending on the location of the SAM. A SAM has from 80-100 men and officers. Each air army or VVS military district has a number of SAM's in its command, depending on its size and number and type of air corps. There is no established rule, but it might be said that one air corps in an air army would have two or three different types of fighters and the air army would have a SAM equipped to undertake repairs of all these fighters. In accordance with this, the SAM has a norm of spare parts needed for these planes, and these parts are listed in a catalogue. When additional parts are needed, the SAM orders them from the GAAS, an abbreviation of "Glavny Armeiskii Aviatsionny Sklad" (Chief Army Aviation Warehouse). A SAM is generally located near the headquarters of the air army to which it is subordinate. A SAM and a PARM have no connection with each other.

- (d) SARM is an abbreviation for "Statsionerniye Aviatsionniye Remontniye Masterskiye" (Stationary Aviation Repair Workshop). SARM's are fewer in number and have much larger complements than any of the other type units. A SARM may have 200-250 people and some 70% of these are usually civilians. A SARM has a permanent set of buildings and major machinery and is not transferrable except administratively. For example, there is a SARM located in the city of Smolensk. Its unit designation is either 271 or 281, I am not sure which. At present, the First Air Army happens to be located in the same region and therefore the SARM is subordinate to it. But were the First Air Army to move out, the SARM would remain in place and change its subordination to whichever unit replaced the First Air Army. A SARM is equipped with cranes and other machinery and can make any type of repair including general overhaul.

2. The general procedure for repairing an aircraft might be the following: If the technician in charge of the aircraft is unable to make the repair himself, he will notify the flight technician who will report to the squadron engineer, who will in turn report to the regimental engineer. At this point the regimental engineer can either order the PARM 4 to do the work or he can send it to the division engineer. The latter may assign it to the PARM 1 or pass it along to the corps engineer and in turn to the air army engineer. At this point the SAM comes into the picture. The aircraft may be flown or transported to the location of the SAM or the necessary parts may be sent out from the SAM. There is also the possibility that at the corps level, the corps engineer may be able to get the work done at another PARM 1.
3. If there is a defect in design or workmanship from the factory, a special brigade from the factory will come out to make repairs. This is particularly true in the case of newly introduced aircraft which still have bugs.

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